

toriousness, by any similar class of entertainments in this country. We had hoped to record the determination of the Bank

Commissioners to inaugurate a system of *monstrous* out-door concerts, similar to those of some of the European capitals, with a band of from 80 to 100 men. Indeed, we are not destitute of hopes that such an experiment may be tried before the expiration of the warm season. There can scarcely be a doubt of the success of such a scheme—really, none whatever as to the certainty of securing popular approval and applause. While the subject of music in Central Park will hardly reach the dignity of a great national issue, there is, nevertheless, an inevitable shortening of national pride on reflecting that in the production of harmless recreations for the people we do not compete with other

for weekly scenes of popular pleasure, the like of which has no parallel with us, though in Europe similar entertainments and recreations are by no means unfrequent or uncommon. Under the careful supervision of the authorities of the Park, and with the diligent execution of their wishes by the police, the music season of 1866 cannot fail to be even more successful than any which have preceded it.

FROM NEW-ORLEANS.

Markets—The Flood—Military Legislation.
NEW-ORLEANS, Saturday, April 21, 1866.

The western parishes of the Mississippi Valley are all flooded, and the water is rising.

The Eastern Military District of Louisiana has been abolished, and Gen. Sherman has been ordered to his regiment. All the records have been sent to headquarters. Monthly reports of the prisoners have been ordered.

NEW-ORLEANS, April 22, 1863.

Sailed, steamers Mariposa and General Grant for New-York.

Arrived, steamer Alabama from New-York.

The workingmen then demand the adoption of the eight-hour system of their municipal candidates.

The friends of Benjamin say he will not return, as he can do better in England, where he ranks as a good first-class lawyer.

Corn, cane, wheat and all vegetation is well put in, and forward. The demand for cotton seed is active.

The Boston steamship Concordia is advertised for Liverpool direct. The trade is increasing.

Charley Armstrong won the race of four-mile heats, beating Rossen in the last heat by three lengths; time, 7:53.9; 8:05. The race-horses all left for Louisville this evening on the steamer Louisiana.

—New Middleburg at 36c.

To Correspondents.

Cotton unchanged; sales 1,414 bales. Coffee—week's sales, 2,579 bags; prime 21c., fair 20½c.; Old stock, 2,179 bags. Sterling Exchange easier at \$1 34. New York eight Exchange, par. Gold \$1 25.

GENERAL NEWS.

Fortress Monroe, Thursday, April 12, 1865
A large procession of the negro population of Hampton, and the surrounding country, to-day, in honor of the passage of the Civil Rights bill. The negroes, after marching through the principal streets of Hampton, were addressed by Major-Gen. Miles, Commanding the District; Brig-Gen. Armstrong, Superintendent of the Freedmen's Bureau; Col. D. B. White, and others. Everything passed off in the most quiet and orderly manner. Clement C. Clay, having accepted the conditions of the parole yesterday morning, has packed up his clothing, arranged his affairs, and will leave here on the steamer

John Sykes, Esq., City of London, to Petersburg, Va., where his devoted wife will join him and accompany him to his home in Alabama, where he designs remaining for the present.

FIRES.

Fire in Louisville—Loss, \$18,000.
LOUISVILLE, April 22, 1855.

A fire occurred last night in Market-st. at 10 o'clock. Finley's dexterian gallery, near Morris Levy's dry goods and cloak store, was burned by fire. Losses: Leav, \$5,000; S. Bakroon, dry goods, \$10,000; M. A. Aron, cloak and trimmings, \$1,500; Thomas Jacobs, owner of buildings, \$1,500; aggregate loss, \$18,000; fully insured in the Germania, London and Liverpool, Phoenix, Manhattan and North-Western Insurance Companies.

At Philadelphia—Loss \$70,000.

PHILADELPHIA, Saturday, April 21, 1295.

A fire last evening destroyed James Watson's hat factory, on Ninth-st., above Columbia-av. The building and machinery were totally destroyed. Loss on machinery

Fatal Altercation at Brandenburg, Ky.
LOUISVILLE, April 22, 1898.
At Brandenburg, on Friday afternoon, in an altercation between two brothers, Kendrick and Allen Stanford, respecting an old partnership, the latter having drawn a

On Friday, at the Christinburg and Shelbyville pike, Terrill, Weathers, and a number of their old comrades were seen going toward Shelbyville, and caused considerable excitement, as Terrill said he was watching for parties who, being sworn on examination as jurors at his recent trial for murder at Shelbyville, stated that they were satisfied Terrill should be hung. He says he will kill them to the last one.

Naval Intelligence.
AFFAIRS AT PORTSMOUTH (N. H.) NAVY-YARD.
Naval matters at this station have been in a state of stagnation for a considerable length of time, but within the past week an unwonted degree of activity has been manifested in pushing forward the repairs upon the vessels now at the Navy-Yard for that purpose. What the reason for this bustle is, can only be conjectured, but it is generally believed that it is owing to the difficulties which are

expected to arise from the termination of the Reciprocity treaty with Canada. The tone of the people who are interested in matters pertaining to the fisheries in this quarter, is quite belligerent, and nothing would, apparently, be more acceptable to them than a war with England, which would enable them to retaliate for the injuries inflicted on American commerce during the

rebellion by the British state and Division mandated police
 teers furnished to the Rebels by that power. Another
 subject much canvassed here is the Fenian demonstration
 against New-Brunswick and the Canadas. The Fenians
 are decidedly in favor here, not so much from any great
 respect or love borne by the natives of this section for
 "Ould Ireland" as from a desire to see the Bluesoes,

raids on our frontier towns during the late war, repaid in their own coin. Within the past two weeks any number of supposed Fenian privateers have been seen in this vicinity, and if the yarns spun by the denizens of this locality are entitled to any credence there must be quite a large fleet of them about. This feeling of momentary peril, however transient, has

as it is by old memories of 1776 and 1812, and fostered by the recollection of the course pursued by her during the late civil war, is nowhere more strongly exhibited than on the eastern coast of the United States, where the people are almost unanimous in wishing success to any movement calculated to inflict injury on the power or commerce of Great Britain.

The only naval event of interest which has occurred lately was the successful docking of the new frigate Comtoocook on Tuesday of the last week. There will be quite a large gathering of naval officers here on Tuesday next to celebrate the anniversary of the passing of the forts below New-Orleans. Commodore Bailey has issued several hundred invitations to officers who underwent the

The following is a complete list of the vessels now being built or repaired at the Portsmouth Navy Yard:

BUILDING.			
Name.	Class.	Guns.	Tonnage.

Alert,	Screw gunboat,	10	831
Passacaway	Iron clad,	4	3,000
Contocook,	Screw frigate,	13	2,343
Minnetonka,	Screw frigate,	21	3,177
Illinois,	Screw frigate,	23	3,177
REPAIRING.			
<i>Name.</i>	<i>Class.</i>	<i>Guns.</i>	<i>Tonnage.</i>

Maratonsza,	Side wheel gunboat,	19	785
Minnosota,	Screw frigate,	42	3,307
Pawnee,	Screw gunboat,	14	1,299

LARCENY OF HOOP SKIRTS.—Austin Kelly, one of the proprietors of the store No. 51 Walker-st., caused the arrest of Samuel Feeney and George Valentine, who were detected

in the act of removing from in front of his premises a case of hoop skirts, valued at \$400. Officer Woolsey, of the Broadway squad, having arrested both men, Sweeney produced an order purporting to be signed by J. M. Joyce, requesting the bearer to remove the case of skirts to No. 23 Ludlow st. For a moment, supposing the order to be genuine, and, assisted by Valentine, was about to execute it when taken in custody. Justice Hogan yesterday committed the parties for examination. The

REPEATED ATTEMPTS TO THROW A TRAIN OFF THE TRACK—THE MISCREANT ARRESTED.—The 12-35 Shore Line train for New-York, on the Stonington Railroad, Thursday noon, at a bridge just beyond the junction, four miles from this city, ran into an obstruction, formed of a board and sleeper placed transversely upon the track. The rottenness of the

Under, however, evinced any serious result. Yesterday, not far from the same place, a similar obstruction was encountered by the same train, but again the fiendish attempt failed in consequence of the thinness of the stick selected. Just before the last named occurrence, some of the men employed on the road at that point were met by an Irishman, who, without seeming to recognize their occupation, boasted of having committed both the acts referred to, and said that he would catch

himself. He was seized, put on board the train, which in a few minutes brought up at the obstruction, and is now in jail at Greenwich. He says he has been in this country but a few weeks, and that he worked for a man by the name of Hadjios. He is a fellow of the most ugly disposition. The passengers were greatly exasperated against him, as may well be conceived.

[Providence Journal, April 21.]

DIED OF CHOLERA.—Dr. W. B. Slayter of this city has just received the intelligence of the death of his brother, Dr. John Slayter, the Health Officer at Halifax, N. S. He fell a victim to the disease contracted by him while attending the cholera patients landed there from the steamer England. This is the first death reported among the medical men of this country during the present year from cholera.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a copy of the original letter, and is signed by Abraham Lincoln.